

# NOTES ON QUEENSLAND

9.43  
NOT









[1928]



# I N D E X .

---

	<u>Page.</u>
Administration of Railways.	46
Advances to Settlers.	8
Advertising on railway wagons.	66
Agricultural organisation.	15
Alcohol, Power.	35
Ambulance, Railway.	64
Ambulance, Public	65
Arbitration.	11
Area.	1
Artesian water.	29
 Baby Clinics.	 14
Banking.	36
Beef.	17
Bores, artesian	29
Brisbane, Greater	42
Broadcasting.	40
Butter.	18
 Carriages, railway	 53
Cash on Delivery parcels.	63
Cattle.	17
Cheese.	18
Climate.	3
Clinics, Baby	14
Coal.	28
Committees, Railway	47
Commodity Boards.	15
Correspondence - Education by	13
Cost of living.	12
Cotton.	23



	<u>Page.</u>
Council of Agriculture.	15
Curator, Public.	38
Dairying.	18
Death rate.	3
Development of Railways.	44
Domestic Science.	39
Dwellings, workers	10
Education.	13
Employees.	57
Factories.	4
Fares, railway	50
Finance, railway	48
Food stuff cost.	12
Forage, green	25
Forestry.	26
Forty four-hour week.	43
Freight traffic.	51
Fruit traffic.	62
Gauge, railway	44
Goods traffic.	51
Greater Brisbane.	42
Government.	5
Homes, workers	9
Hours of workers.	43
Immigration.	6



	<u>Page.</u>
Infant mortality.	14
Insurance.	37
Inventions & Suggestions.	67
Irrigation.	30
Land settlement.	1
Living, cost of	12
Local Producers Association.	15
Locomotives.	52
Long haul live stock.	58
Main Roads.	32
Maintenance of railways.	61
Maize.	22
Manual training.	39
Marketing.	15
Manufactures.	34
Mining.	27
Motor competition.	60
Mutton.	19
Organisation of railways.	46
Parcels, Cash on Delivery	63
Population.	2
Power Alcohol.	35
Public Curator.	38
Pig Clubs.	41
Railway Gauge and development.	44
Rainfall.	4



Rebates, railway	49
Roads, Main	32
Road motor competition.	60
Savings Bank	36
Schools, Travelling	39
Sheep.	19
Shipping.	33
Staff, Railway	57
Stock trucking.	58
Sugar.	20
Suggestions & Inventions.	67
Temperatures.	3
Timber.	26
Timber, cabinet	26
Tramways.	42
Trucks.	55
Vocational training.	39
Wages.	11
Wagons.	55
Water, artesian	29
Water, railway supplies	59
Wheat.	21
Wireless.	40
Wool.	19
Workers Dwellings.	10
Workers homes.	9
Workshops, Railway	56



AREA & LAND SETTLEMENT.

---

The area of Queensland is 670,000 square miles, or five and a half times greater than Great Britain and Ireland combined. Its greatest length is 1,300 miles from North to South, and its greatest breadth 940 miles. The coast line is 3,200 miles long, and there are many excellent ports.

Of the total area of 429,120,000 acres, less than six percent have been alienated, or are in course of alienation. At the end of 1916 the granting of freehold tenure was abolished. Approximately 71% of the whole area is held under lease or license, and 23% is either occupied by the Crown or unoccupied.



## P O P U L A T I O N .

---

At 31st March 1928 the population of the State numbered 903,119, of which 477,510 were males and 425,609 females.

Brisbane with a population of about 300,000 contains 33% of the population of the State. The comparative percentages in Sydney and Melbourne are 45 and 54 respectively.



## C L I M A T E .

Slightly more than one-half of Queensland is within the tropics, consequently the climate is warm in summer, but it is a large State and a good deal of it can be very cold in winter. For instance, on parts of the Darling Downs the thermometer has recorded down to 11 degrees Fahrenheit. Even in tropical districts where the land is high the climate is excellent. At Herberton - a thousand miles North of Brisbane - the minimum temperatures for the three winter months in 1926 were :-

June.	30 degrees.
July.	27 degrees.
August.	32 degrees.

The climate in the Southern parts approximates very closely to that of the Riviera. That it is healthy is amply demonstrated by the fact that the death rate per 1,000 of population is only 9.4, which is equal to the average for Australia, and compares with 13.1 in Great Britain and 13.0 in Scotland. As a winter climate Queensland is unsurpassed. Unlike many other countries where winter is associated with wet and discomfort, there it is usual to experience a maximum of sunshine in the colder months. Brilliant cloudless days followed by clear frosty nights engender a sense of physical well-being, which adds materially to the enjoyment of life.



R A I N F A L L .

---

The heaviest rainfall recorded in one day in Queensland was  $35\frac{3}{4}$  inches at Crohamhurst, about 50 miles from Brisbane, in February 1893, while at Port Douglas, in North Queensland,  $31\frac{1}{2}$  inches fell on 1st April 1911. The average yearly rainfall over a number of years ranges from 10 inches in the extreme South-West to 168 inches on parts of the tropical coast. The average in Brisbane is more than 45 inches, or about twice that of London.



## G O V E R N M E N T .

---

There is now only one House of Legislature in Queensland, the Legislative Council, a nominee body, having been abolished some seven years ago. The Legislative Assembly consists of 72 Members, 10 of whom constitute the Cabinet, which is presided over by a Governor nominated by the Imperial Government.



# I M M I G R A T I O N .

To encourage immigration from the United Kingdom the Government assists financially by arranging cheap passage. Persons who have been residing in Queensland more than six months may obtain passages for their relatives or friends by nominating them at the Immigration Offices in Queensland and paying the following fees :-

		<u>Irish</u> <u>Free</u> <u>State.</u>
Children under 12 yrs.	Free.	£ 8: 5:0
Juveniles, 12 yrs & under 17.	£ 5:10:0	19: 5:0
Juveniles, 17 " " " 19.	11: 0:0	22: 0:0
Married couples, accompanied by at least one child under 19 years.	11: 0:0	22: 0:0
Children at rate according to age. (Married couples include widowers or widows, & wives nominated by husbands).		
Others (including children 19 yrs. of age or over).	16:10:0	24:15:0
Domestics.	Free.	16:10:0

The above fares apply to migrants, who at the time of nomination, are resident in the United Kingdom, including Northern Ireland.

For persons resident in Continental European countries the following fares will be charged :-



One child, under 3 years.	Free.
For each child under 3 yrs.in excess of one.	£ 6: 3: 9 ea.
Children 3 yrs.& under 12 yrs.	12: 7: 6 ea.
Nominoes,12 yrs.& upwards.	24:15: 0 ea.

Nomination and payment to be made, according to the locality of the applicant, only through the following Officers : -

Immigration Agent, Brisbane.  
Assistant Immigration Agent at  
Bundaberg, Rockhampton and Towns-  
ville, and all Clerks of Petty  
Sessions.

A full description of the Nominees must appear upon the Application, and all fees must be paid at the time of nomination. The application must be signed in duplicate by the Nominator, who must be of full age ; this latter qualification may be waived in the case of newly arrived immigrants nominating their families or dependents.

Persons who have previously resided in Australia are not eligible for any class of assisted passage to Queensland.

Persons who have been nominated must pay for their transport to the Port of Embarkation.



## ADVANCES TO SETTLERS.

---

The Agricultural Bank may make advances to farmers (not exceeding £1,700 to one person) for paying off mortgages, effecting improvements, purchasing stock or implements, and generally re-payment, being made over a term of up to 25 years. Interest only is charged during various periods up to five years. The rate until recently was 5%, but is now fixed for each transaction, and from 1st October 1926 a rate of 6% has been charged on advances made for the purpose of paying balance purchase money, releasing mortgages &c. Advances may also be made to Co-operative Companies for the purchase of machinery, engines &c., such advances to be limited to two-thirds of the cost of the works, machinery &c. Advances may also be made to Co-operative Companies for works incidental to primary production. The advances to settlers last year (1927-28) amounted to £401,222, making the total amount advanced £5,100,575. The principal owing at 30th June 1928 was £2,589,935.



## H O M E S .

---

The majority of Queenslanders own their own houses. In Brisbane and suburbs only 39 per cent of the private dwellings are occupied by tenants, as against 43% in Perth, 46% in Adelaide, 54% in Melbourne, 55% in Hobart and 59% in Sydney. The number of rooms per dwelling is greater in Brisbane than in any other Capital, while the number of inmates per room is the least. The weekly rental is also the lowest in Australia (17/3 per week, compared with 20/- in Melbourne and 23/- in Sydney).

Personal ownership of dwellings is productive of a higher and more stable standard of citizenship, and is conducive to the maintenance of better homes. The Government encourages this by giving generous assistance to workers to establish homes. Under "The Workers' Homes Acts 1919 to 1922" a worker whose net income for taxation purposes does not exceed £260 per annum (after deductions of £40 each for wife and children under 16 &c.) may enjoy the provisions of the Act. This means that a man earning £420 per annum who has a wife and three children under 16 would be able to acquire a home under the Act.

The applicant is not required to own any land, and the deposit is only 5% of the



capital cost of the home. The land, if freehold, will be converted to perpetual leasehold, the annual rent of the land being £3 per cent of its capital value. Limit of cost of home is usually £600. Assuming house to cost £500, the deposit would be 5%, or £25, leaving a balance of £475 to be redeemed in 25 years by a monthly payment of £3:19:2, which includes a life insurance premium (compulsory), interest, fire insurance, repainting, general expenses and rent of land. This is equal to a weekly payment of 18/3, no more than rent ordinarily chargeable for a house of that size. Total applications received to 30th June 1928 were 1,630, the value of the homes amounting to £902,925.

Advances have for a number of years been made to finance erection of Workers' dwellings on freehold land. Applicants must not be in receipt of more than £416 per annum, and must not own any other dwelling. Loans up to four-fifths of the value of land and dwelling may be made. The applicant must first own the land. The loans are repayable over 20 years and with 5% interest, and are only equivalent to rent. Advances to June 1928 totalled £5,702,239, representing 14,753 houses.



## W A G E S .

---

The average wage paid in Queensland at 31st December 1927 to adult males was £5:0:1 per week.

The wages and conditions of labor in almost every calling are fixed by a Board of Trade & Arbitration, which also adjudicates upon industrial disputes.



## COST OF LIVING.

---

The following average predominant retail prices of principal foodstuffs in Brisbane in November 1928 will give some idea of the cost of living in Queensland : -

Bread.	6d per 2-lb. loaf.	Onions.	2d per lb.
		Milk.	8d " qt.
Flour.	2 $\frac{1}{2}$ d per lb.	Butter	2/- " lb.
Tea.	2/3 " "	Cheese.	1/3 " lb.
Sugar.	4 $\frac{1}{2}$ d " "	Eggs.	1/6 " doz.
Rice.	3d " "	Bacon.	1/4 " lb.
Jam.	7d " "	Beef.	3d to 1/- lb.
Oatmeal.	3 $\frac{1}{2}$ d " "	Mutton.	5d to 9d lb.

Fruit and vegetables of all descriptions are plentiful and cheap.



E D U C A T I O N .

---

The educational system is excellent, and even in far Western Districts where the population is small and widely scattered, itinerant teachers convey the light of learning to the rising generation, while an excellent system of tuition by correspondence is in operation, a large number of teachers being employed in the preparation and correction of papers for students.

Large numbers of scholarships are granted by the Government each year, and secondary education is thus within reach of all, while technical and University training are available at little cost, the administrators realising that "Knowledge is Power".



## INFANT MORTALITY.

---

Notwithstanding the fact that more than half of Queensland is within the tropics, the rate of infantile mortality, i.e. number of deaths under one year for each 1,000 births registered, is almost the lowest in the World, being 51 per 1,000 against 56 in Victoria, 58 in New South Wales, 70 in England and Wales and 91 in Scotland. So far as infantile mortality in capital cities is concerned, Brisbane holds pride of place in Australia.

Baby Clinics have been established by the Government at many places, and here mothers can obtain free advice and instructions as to the feeding and care of infants, as well as free treatment for minor infantile ailments. The attendances at Clinics were 95,492 for year ended June 1928.



## ORGANISATION OF AGRICULTURE.

Within the last few years the Queensland Government has launched a comprehensive scheme of agricultural organisation designed to assist the primary producers in the growing and marketing of their crops to best advantage. The Government recognises that in the development of agriculture lies the solution of one of our greatest problems - the question of more effectively occupying our large unpopulated areas with the right type of settlers. By co-operation alone can the difficulties arising from market fluctuations be minimised and intermediate costs between producer and consumer reduced to reasonable proportions.

The Organisation provides for the establishment of -

(a). Local Producers' Associations in local centres, such to consist of not fewer than 15 primary producers.

(b). Commodity Boards elected by the primary producers engaged in the production of the several commodities.

(c). Council of Agriculture in the Metropolis, consisting of representatives of the Commodity Boards.

(d). A Director of Marketing, appointed by



the Government, who represents the Government on each Commodity Board and on the Council of Agriculture.

Commodity Boards, as follow, have been formed :-

Cheese Board, Butter Board, Egg Board, Cotton Board, Cane Growers' Council, Canary Seed Board, Wheat Board, Broom Millet Board, Arrowroot Pool Board, Atherton Tableland Maize Board, Northern Pig Board, Peanut Board and Committee of Direction of Fruit Marketing.

It is expected that other Commodity Boards to embrace all the primary products of the State will soon be established.

The functions of The Producers' Association cover almost every phase of agrarian life. It investigates rural problems, advises agriculturalists regarding matters which require scientific knowledge and training, organises action for the control of diseases and pests, seeks additional markets for the disposal of produce, improves means of distribution and transport, publishes a weekly journal, which is distributed amongst the members of the local Associations.

The popularity of the scheme is illustrated by the fact that 794 Local Producers' Associations have been formed, with a membership of more than 28,000 farmers.



## C A T T L E .

---

Out of 12,193,000 cattle in Australia Queensland depastured 5,464,845, or about 45%. The finest specimens of beef-producing cattle raised in Australia are those from North-West Queensland.

Australians eat about 166 lbs. of meat per annum each, compared with a consumption of 64 lbs. in the United Kingdom.

The figures for 1924-25 revealed a remarkable revival in beef export trade. Not only were the quantities exported greatly in excess of the shipments during the preceding five years, but the clearances effected have only once been exceeded in the history of the World, viz : - in 1914-15.



## DAIRYING.

---

There were 645,316 dairy cows in Queensland at 30th June 1927. Rapid development in this industry has taken place since 1911. More than 69,464,415 lbs. of butter were produced in 1927-28, while out of a total production of 24,958,733 lbs. of cheese in Australia, Queensland was responsible for 14,009,606, or 56%. There are 127 butter, cheese and condensed milk factories operating in the State.

What is considered to be the largest butter factory in the World, capable of turning out 60 tons of butter per week, was opened at Gympie a year or two ago.



## W O O L .

---

This is one of the staple industries of the State, very large areas of plain country in the Western Districts being admirably adapted for the growth of high quality wool. The comparatively dry climate of the interior ensures a remarkable immunity from diseases to which sheep in moist climates are susceptible. The very best merino wool in the World is grown in Queensland, and at a wool sale held in Brisbane in December 1924 the extraordinary price of  $5/10\frac{1}{2}$  per lb. was paid for scoured wool from the Western Districts. Probably half the area of the great State of Queensland is adapted for sheep raising and the rapidly growing Worldwide demand for better class wool, coupled with the comparatively restricted area of the World's surface upon which it can be produced, ensures to Queensland pastoralists a never-failing market. A continual improvement is being effected in the standard of wool grown and large prices are paid for stud animals in order to achieve this end.

The production of wool for 1926 was 146,985,689 lbs., valued at approximately £16,000,000, most of which was exported overseas.

Queensland had about 17,000,000 sheep in 1926, but the recent serious drought further reduced this figure. The fleeces average about 7 lbs., worth more than 11/3d per head of sheep shorn.

The export of mutton is now small owing to the high prices prevailing for wool.



S U G A R .

---

Nearly 94% of the sugar cane grown in Australia is raised in Queensland, where 274,838 acres of the coastal lands are devoted to this crop. The yield of cane in 1927 was 3,555,827 tons, from which over 485,745 tons of sugar were extracted, worth about £10,694,486.

In the early stages of the industry the cultivation and cutting of the cane was carried out by black labor imported from the islands of the Pacific. For many years, however, it has been clearly demonstrated that sugar can be successfully grown by white labor.



W H E A T .

---

A considerable area of the Southern part of the State is admirably adapted for wheat growing. For many years the Darling Downs, a magnificent stretch of black soil country at an elevation of about 1,500 feet, was deemed to be the only area really suited to wheat, but experience shows that the lighter soils further West produce better grain. The yield per acre in Queensland over a period of 10 years 1916-26 averaged 13.30 bushels, compared with 11.79 bushels in New South Wales, 14.40 in Victoria, 12.44 in South Australia and 10.05 in Western Australia. 215,073 acres were under crop in 1926-27, producing 3,783,584 bushels, valued at £1,040,486. The price realised by the farmer was approximately 5/5 per bushel.

Estimate 1928 Season 2,500,000 bushels.



## M A I Z E .

About 234,013 acres under this crop in 1927 produced 6,703,518 bushels, an average of 29 bushels per acre. The price received by the farmer averaged 5/- per bushel. Large quantities of maize were also sown broadcast and used as green fodder for dairy cattle.



C O T T O N .

---

Way back in the middle of last century a considerable quantity of cotton was grown in Queensland, chiefly in the West Moreton District, but a drop in prices caused the farmers to turn to more profitable crops, and this valuable industry was almost neglected, the production until a few years ago being negligible. The determined efforts of Mr Daniel Jones for a number of years past to induce the farmers to take up cotton growing again were unheeded until the position arising out of the shortage in American production as a result of the depredations of the boll weevil opened the eyes of Queenslanders to the possibilities of the cotton industry. A number of settlers in the Dawson Valley District (about 60 or 70 miles South of Rockhampton, in Central Queensland) who had been struggling alone in a vain effort to establish their fortunes by the growing of maize, turned their attention to cotton, and in the first year, notwithstanding adverse weather conditions, reaped such a rich reward for their labor that the cotton industry sprang into public view as of prime importance to the district. The growing of cotton has been extended throughout many parts of the State, and satisfactory crops are being gathered, though the labor of picking makes this crop more useful as a side line to the small farmer with a family than to the large grower. The Commonwealth Government provides a grant of



1½d per lb. on seed cotton.

The British Australian Cotton Association has established modern ginning appliances at convenient centres, and an up-to-date oil mill in Brisbane.

Cotton is less susceptible to drought than the usual summer crops, a very valuable attribute in Queensland, where dry spells are somewhat frequent.

The production of seed cotton grew from 24,264 lbs. in 1916 to 19,537,274 lbs. in 1925. The production for 1926 season was approximately 9,000,000 lbs.



## GREEN FORAGE.

---

The area devoted to various green crops, such as oats, barley, rye, sorghum, maize, lucerne &c. in Queensland is considerably greater than in any other State in the Commonwealth, except New South Wales.



## T I M B E R .

The local timber sawn and hewn in the State during 1926 was 132,162,444 superficial feet, consisting of kauri and hoop pine, various hardwoods, and a great variety of Cabinet timbers, which are much sought after throughout Australia.

The estimated forest area in Queensland is about 24,000,000 acres, or one-third of the forest land of Australia. Unfortunately large areas of valuable timber have been destroyed by ringbarking in order to promote the growth of grass, while quantities of beautiful cedar and other timbers have been burnt in the course of clearing scrub land on account of the inability to get them to market. The Forestry Department, however, is alive to the necessity for reafforestation, and experts in silviculture are bending their energies to the task of making good part of the losses which have taken place. The greatest obstacle the forestry enthusiast finds opposed to him is public apathy, due to shortsightedness. The growth of timber is necessarily slow, and it is difficult to excite the interest of the present generation for the benefit of the next. A vigorous propaganda is, however, improving this myopia, and much is being done by the Government for the benefit of future Queenslanders.



M I N I N G .

---

The value of the mining industry to the State is much less than formerly, due to the marked diminution of the gold output, and depression in the copper mining industry. Once famous gold mining areas, such as Charters Towers, Mount Morgan and Gympie now produce only small quantities of gold, the production at Gympie and Charters Towers being negligible. Mount Morgan, the mine which was at one time worth nearly £17,000,000 in the share market, is no longer operated. Tin, silver, lead, cobalt &c. are being mined in considerable quantities, and there are large areas of copper bearing country as yet only partially developed.

The Mt. Isa Silver Lead field is attracting much interest at present, the deposits being rich and extensive. A large Anglo-American mining finance corporation is investigating the possibilities of the field at present, and the prospect of extensive development in the near future appears good.



C O A L .

---

Nature has been generous to our State in its wide distribution of those black diamonds which are so essential to industry. Coal is found at many places throughout the State, principally the east of the Dividing Range, the most important fields being at Ipswich, Oakey, Tannymorel, Howard, Styx River, Blair Athol, Collinsville and Mount Mulligan, while large deposits of anthracite coal exist in the valley of the Dawson. At Blair Athol the seam of coal is 93 feet thick in places, and is stated to be probably the thickest seam of coal in the World. At the present time the industry is suffering from an insufficiency of orders, and only 1,091,883 tons, valued at £983,686 was mined last year. Coal (except in the form of gas) is very little used for domestic heating or fuel purposes in Queensland.



## ARTESIAN WATER.

---

The "Great Artesian Basin" of Australia covers an area of approximately 600,000 square miles, of which 376,000 square miles are in Queensland, taking in practically all that part of the State lying to the West of the Great Dividing Range. Its value to the pastoral industry is immeasurable. There are 1,382 "flowing" bores estimated to yield 375,000,000 gallons per day. In addition there are 1,895 sub-artesian wells or pumped supplies, while a large number of others are in progress. The deepest is 7,009 feet and the shallowest flowing bore 10 feet. Some of the wells yield as much as 1,800,000 gallons daily. The temperature of the water ranges from 81 to 212 degrees Fahrenheit. The total depth bored is approximately 4,000,000 feet.



## DAWSON RIVER IRRIGATION SCHEME.

---

With the object of closer settlement in the Dawson Rivver Valley, where the land is unalienated from the Crown and the resident population averaged about one person to five square miles and the fertile river flats and scrub lands and open downs country behind were carrying a beast to 20 acres, the Government commenced works in 1923 for water conservation and irrigation purposes.

NATHAN DAM. The proposed Nathan Dam, which will conserve water for the undertaking, will be situated in a Gorge about 50 miles distant from the township of Taroom, and the following are the main features - Catchment area 9,000 square miles - Storage 2,485,000 acre feet, Length of Dam 850' - Height of spillway 130' above summer level.

IRRIGABLE LANDS are estimated to comprise 100,000 acres, in addition to which a further 200,000 acres of dry land will be attached. On the latter permanent stock and domestic water supplies will be provided.

The scheme has been advanced to the point where the first 30,000 acres are now available for settlement around the township of Theodore, 5,000 acres being irrigable and the balance as attached dry area farms for



grazing and dairying purposes. For irrigation, water is supplied by pumping to the river bank from whence it gravitates over the area. A timber and earth weir in the Dawson River at Theodore provides a storage in case the river ceases to flow at any time.

The extension of the railway line from Baralaba has been completed to the township of Theodore.



MAIN ROADS.

---

The development of the road motor has not only necessitated a complete readjustment of our views on transport, but on road construction also as a result of the rapid disintegration of road surfaces by heavy vehicles running at high speed. The uncoordinated efforts of numerous local authorities in the past produced irregular and unsatisfactory results in highway construction and maintenance. The establishment of a Main Roads Board about nine years ago, more recently constituted a sole commission, has brought about a definite and progressive road building policy so essential to a large State in its early stages of development. Construction is being actively carried on, many hundreds of miles of new roads having been built during the past few years. The Commission's funds are obtained by Parliamentary appropriation, contributions from local authorities, motor vehicle registration fees &c. The revenues for last year amounted to £738,000. In addition under the Federal Aid Roads Scheme the Commonwealth Government is providing an annual grant of £376,000 for 10 years, which is subsidised on a basis of 15/- to the pound from the Commission's revenue. At 30th June 1928 more than 75,989 motor vehicles were registered in Queensland.



## S H I P P I N G .

---

The total tonnage of shipping entered at Queensland ports to June 1927 is about 6,421,331, of which approximately 3,315,132 tons was dealt with at Brisbane.



## MANUFACTURES.

---

There are about 1,877 factories in Queensland employing approximately 48,133 hands, of which 7,640 are females. The articles manufactured cover a wide range, but the majority are devoted to foodstuffs, woodworking, metal working and machinery, textiles &c. Only about 5% of the employees are under 16 years of age.

The value of the raw materials used in 1926-1927 was £23,912,241 and the total value of the output was £41,327,767, or more than £859 for each employee. The value of plant and machinery employed is considerably more than £16,000,000.



## POWER ALCOHOL.

---

A distillery costing £120,000 was recently opened at Sarina, in one of the sugar growing areas, for the manufacture of high grade motor spirit from alcohol distilled from waste molasses from sugar mills, plus a small percentage of benzine, while cassava will also be used. Other distilleries are to be built further North, in the Burdekin and Mulgrave sugar districts. About £10,000,000 worth of petrol is at present imported into Australia annually from foreign countries, so that there is a large market for an efficient alcohol produced at a satisfactory price.



## B A N K I N G .

---

The average amount to the credit of each depositor in Savings Banks in Queensland is £51 - considerably more than in any other State. There are 438,282 depositors, the amount to their credit totalling £22,452,749. The rate of interest allowed is 4 per cent.

The assets of cheque paying banks in Queensland grew from £23,547,680 in 1912 to £70,010,596 in 1927, while liabilities rose from £21,715,242 to £66,618,987.



## GOVERNMENT INSURANCE.

---

Some 10 years ago the Government inaugurated a State Insurance Office, which has been highly successful, and has resulted in a considerable reduction in all fire insurance rates, as the private Companies were compelled to lower their rates to those quoted by the State Insurance Commissioner. All kinds of insurances are undertaken, and business is steadily increasing.



## THE PUBLIC CURATOR.

---

One of the most successful Governmental activities is the Office of the Public Curator, from a financial point of view, and also from the standpoint of the public generally. His functions cover a wide range of service. For instance, he prepares Wills and holds them in safe custody free of charge, obtains probate or letters of administration at a minimum of expense, acts as executor and trustee, either alone or in conjunction with advisory trustees, acts as administrator of intestate estates, finances estates under his management to avoid realisation at a disadvantage, grants loans on freehold at lowest current rates, acts as agent for the investment of money, acts as auctioneer, estate agent and conveyancer, and performs many other functions. The charges in all cases are moderate, but notwithstanding that fact the Office returned a clear profit of £4,066 for year 1927-28. The sense of security, engendered by the fact that the Office is under the Government, renders it a popular institution.



## VOCATIONAL TRAINING.

Queensland is a country of great distances and the problem of bringing to the children in sparsely settled areas the educational advantages enjoyed by those residing in the towns and cities has been a difficult one. Itinerant teachers have performed much valuable work by imparting elementary education to the younger children, but there has been a growing realisation in recent years that something more is needed by the "bush" child who is nearing adolescence. The problem has been solved in a unique fashion by the "travelling" school, advantage having been taken of Queensland's extensive railway system to give a modern technical training to the older children living in remote places by equipping up-to-date "schools on wheels". These carriages ingeniously fitted up and in charge of qualified instructors take the form of Domestic Science Cars for girls and Manual Training Cars for boys. They are moved from place to place for periods covering 4 to 6 weeks and the children from the surrounding districts attend for full-time vocational training, covering what is normally a year's work in classes conducted at Technical Colleges. The girls are taught cookery, needlework and simple rules of health and sanitation, and the boys either woodwork, sheetmetal work or leatherwork. The innovation has been a marked success, and many hundreds of adults as well as school pupils have attended classes of



## BROADCASTING.

Wireless in Australia is controlled by the Federal Government, but in most States broadcasting stations are the property of private companies.

In Queensland, however, the State Government, believing that this form of entertainment should be conducted along the lines of public utility, arranged for broadcasting to be made a Government activity and erected a high power station in Brisbane.

The station, situated on the roof of the State Insurance building, one of the highest structures in the City, is now the most modern and most powerful in the Southern hemisphere. The wave length is 385 metres and the total power input to the plant is over 27,000 watts, almost 10,000 watts being used in the aerial system. Excellent reception has been reported from all parts of Australia and New Zealand and from most of the Pacific Islands and Canada.

The entertainments provided by the station are varied and more than 50 outside points are connected with the studios. Particular attention is given to the requirements of farmers. A special market officer is employed by the station and up-to-the-minute market reports and prices, market movements and weather reports are broadcast twice daily. The services of the various Government experts in agricultural and farming matters are placed at the disposal of the station, and by this means much valuable information is disseminated amongst the farming community.



## PIG CLUBS.

---

The "Pig Club" movement among the children attending schools in the rural districts of Queensland is of comparatively recent origin, but its growth has been remarkable. It is a scheme in which the Public Instruction and Agriculture & Stock Departments co-operate to interest the children and their parents in the proper breeding and care of pigs. Officials visit schools where there is a likelihood of pig clubs functioning successfully, enlist the sympathy of the teachers and enrol the scholars as members. Each boy and girl in the club then purchases a pig, preferably a three months' old pig of decent quality, and maintains it for about three months, instruction being given regarding feeding, housing &c. during that time. The pigs are classified and at the end of the period are judged at the District Show or at a special Pig Club Picnic. In the allotment of points, consideration is given to the animal itself, its rate of growth, sanitation, health, arrangements for marketing, essay &c.

The competitions arouse keen interest in farming communities and do much towards educating the adult farmers as well as the children in the proper breeding, feeding and handling of pigs.



GREATER BRISBANE.

Perhaps the most important development in the civic progress of Queensland was marked by the passage of "The City of Brisbane Act" in 1924. Before this time there were many conflicting authorities operating in the metropolitan zone, including two City Councils, six Town Councils, 12 Shire Councils and numerous other Local Authorities controlled by no less than 205 Aldermen. The Greater Brisbane scheme has absorbed all these authorities in one Central municipal system of Government and a Mayor and 20 Aldermen now comprise the Greater Brisbane Council. Each of the 20 wards, corresponding as far as practicable with respective State electorates in the metropolitan area, returns one Alderman. Elections are held once in three years and every adult resident in the city area has two votes, one for the Mayoral candidate and one for the Ward candidate for the office of Alderman. The Mayor's statutory allowance is £1,000 a year and each Alderman is entitled to draw £400 a year. The powers of the Council are practically unlimited.

The City of Brisbane covers 385 square miles and the population is approximately 300,000. There are 4,215 acres of park land, 95 miles of tramways and 99 State Schools attended by 43,432 children. More than 4,000 employees are on the Council's pay roll.

The new City Hall, now under construction, will cost approximately three-quarters of a million sterling, and when completed will be the finest City Hall in the Commonwealth.



## FORTY FOUR-HOUR WEEK.

---

Probably in no country in the World do persons employed in industry enjoy such favorable conditions of employment as in Queensland. The weekly half holiday has long been an institution, and there is no night shopping. Retail stores open at 8:30 a.m. and close at 5:30 p.m. and at 12:30 p.m. on Saturdays. The 44-hour week - generally worked on five days - has been in partial operation for a number of years, and from July 1925 became universal in Queensland throughout the State by legislative enactment. New South Wales later introduced the 44-hour week, and now the Commonwealth Arbitration Court has agreed to the application of the principle, with certain exceptions, throughout the Commonwealth.



## RAILWAYS - GAUGE & DEVELOPMENT.

Queensland Railways are built on the 3'6" gauge, with the exception of a few miles of 2' gauge line taken over some years ago in the Innisfail District from one of the sugar companies. At the end of last financial year there were 6,345 miles of track opened for traffic.

The large area of Queensland (670,000 square miles) made it obvious to early administrators that access to the sea-board from the interior must not be confined to the one port only, as is the case in most of the Southern States. Consequently the Government adopted the principle of pushing railways into the interior from several different points on the coast line, principally Brisbane, Rockhampton, Townsville and Cairns. The result of this is that the products of inland parts, chiefly wool and cattle, are taken by the nearest route to the sea. This policy of decentralisation, of course, created certain disadvantages to railway operation, inasmuch as the various systems were isolated from each other and no interchange of rolling stock could be effected without considerable expense and delay. More than 20 years ago the Southern and Central Systems were linked up by a coastal connection between Brisbane and Rockhampton, and November 1923 marked an important epoch in Queensland Railway development, when connection was established between Rockhampton and Townsville. The last remaining gap in the Great North Coast System



(between Townsville and Cairns) was bridged in December 1924. The coastal line connecting Brisbane and Cairns is 1,043 miles in length.

It is now possible for a passenger to journey by rail without a break (other than transshipment at certain border stations due to lack of uniformity in gauge in the different States) from Dajarra, in North-West Queensland, to Meekatharra, in Western Australia, almost 5,500 miles. This is about equal to the direct distance from London to Peking, or from New York to San Francisco and back.

Queensland possesses a greater mileage of railway per head of population than any other country in the World, with the sole exception of Western Australia. It has a considerably greater mileage than any other State in the Commonwealth.



## ORGANISATION.

The system of control of the Queensland Railways was re-organised by the present Commissioner (Mr J.W.Davidson) shortly after he assumed office. Prior to the inauguration of the present system the Divisional and District administration was separated into three main groups - Traffic, Locomotive and Maintenance. This necessitated three separate establishments in each large centre, with separate staffs and consequent overlapping and duplication of work. Now the organisation is as follows : -

1. Commissioner, located in Brisbane, controlling the whole of the Railways.
2. General Managers at Brisbane, Toowoomba, Rockhampton and Townsville, these Officers supervising respectively the South-Eastern, South-Western, Central and Northern Divisions. The Officers previously in charge of the Locomotive and Maintenance Branches are now under the direct control of the General Managers, the staffs of the offices having been amalgamated and considerable economy effected thereby.
3. In other less important centres are located Assistant General Managers or Superintendents of Transportation, who



are under the authority of the General Managers of their respective Divisions.

Monthly meetings of the principal officers of the Traffic, Locomotive and Maintenance of Way are held. Statistics relating to their respective spheres of work are laid before these Committees and are discussed from every angle, in addition to which many matters of importance are considered. The recommendations of these officers come before the Commissioner's Committee for decision. This Committee is presided over by the Commissioner and consists of the Heads of various Branches. By this method the salient features of departmental working are regularly brought under review.

The system of administration has worked remarkably well, and the handling of many questions has been facilitated.



## FINANCIAL POSITION.

---

The capital expended on railways opened for traffic amounted to £58,998,267 ; the revenue for the year ended June 1928 was £7,381,532 and the working expenses £6,106,140, leaving a balance of £1,275,392, while the interest bill amounted to £2,898,128. It will be seen that there was a shortage of £1,622,736, which on the face of it would suggest that the Railways were in a bad position. As a matter of fact, however, a considerable proportion of the losses sustained on the Railways are due to a deliberate Government policy to keep the rates and fares as low as possible, the Government taking the view that high rates and fares are inimical to the best interests of a country, the development of which is still practically in its infancy. It is deemed more sound economically to obtain the necessary revenue to counter-balance railway deficits from other sources, such as income taxation &c.

The following figures shewing the percentage increases in passenger fares and merchandise rates in the past 11 years confirm the foregoing statements :-



Passenger fares.

Queensland.	Increase	38.27%
New South Wales.	"	66%
Victoria.	"	51%
South Australia.	"	33%
West Australia.	"	30%

Merchandise rates.

Queensland.	"	37.5%
New South Wales.	"	60%
Victoria.	"	47%
South Australia.	"	48%
West Australia.	"	29%

In times of drought or industrial depression the Railways are used extensively to ameliorate the adverse conditions. Material concessions are made at such times in freights on live stock, fodder, frozen meats, dairy products &c., while large rebates have been allowed on traffic for Mining Companies suffering from market depressions.



## PASSENGER FARES.

The passenger fares operating in Queensland compare favorably with those operating in the other States. In order to afford facilities for women and children from inland districts to visit the coast, extremely low fares are allowed once in each year. A few of the fares are shown hereunder :-

	<u>100 miles.</u>		<u>300 miles.</u>		<u>500 miles.</u>	
	<u>1st.</u>	<u>2nd.</u>	<u>1st.</u>	<u>2nd.</u>	<u>1st.</u>	<u>2nd.</u>
New fare.	15/-	9/9	31/-	20/9	41/9	28/-
Old fare ( Xmas. only).	-	-	52/3	35/-	70/6	47/3
Ordinary ex- cursion.	30/2	19/6	81/7	50/11	125/4	75/9
Ordinary return.	40/2	26/-	108/8	68/-	168/-	101/10

It will be seen that a woman can travel 1,000 miles under this scheme for 28/-, or approximately one-third of a penny per mile.



## FREIGHT TRAFFIC.

The principal products carried on the Queensland Railways are wool, cattle, sheep, pigs, butter, cheese, fresh fruit, log and sawn timber, sugarcane and sugar, wheat, maize, cotton and many other agricultural products, as well as large quantities of coal, copper ore, gold and other minerals. A feature of the business which militates against economical operation is the large amount of "one-way" traffic, necessitating the haulage of empty wagons one way. Livestock, coal, log timber, sugarcane &c. constitute a large portion of the freight, and these involve much empty haulage. The position is accentuated by the lack of alternative routes, the long dead-end railways necessitating a large amount of unproductive haulage.

The rates of freight for conveyance of grain are very low, with the object of encouraging production. The following table gives a comparison of the rates in the various States :-

State.	Charge per ton in truck loads for a haul of		
	100 Mls.	300 Mls.	500 Mls.
	s.d.	s.d.	s.d.
New South Wales.	12/-	16/11	19/11
Victoria.	10/3	15/7	19/6
Queensland.	11/10	15/1	18/-
South Australia.	13/8	20/4	25/8
West Australia.	10/11	19/-	26/0
Tasmania.	12/11	20/-	-
AVERAGE -	11/11.6	17/9.8	18/2.1



## LOCOMOTIVES.

The number of locomotives in stock at 30th September 1928 was 775, the principal classes being : -

	<u>Cylinder.</u>	<u>Tractive force.</u> <u>Lbs.</u>	<u>Weight engine &amp; tender loaded</u> <u>Tons.</u>
C19.	19" x 23"	22,141	93.65
B18 $\frac{1}{2}$ .	18 $\frac{1}{2}$ " x 24"	20,060	89.75
C17.	17" x 22"	18,085	78.25
PB15.	15" x 20"	12,000	56.3

All of the newer types of locomotive (C19 and C17) are superheated and are fitted with piston valves and Walschaert valve gear.

The tractive effort of the heaviest locomotive (C19) has reached the maximum permissible drawbar strain, and while the railway authorities are giving serious consideration to the strengthening of drawgear, the work is one not only of considerable magnitude from an expense standpoint, but presenting enormous difficulties in the transition stage. The average speed of passenger trains is about 23 miles per hour, and of goods trains approximately 14 miles per hour.



## CARRIAGES.

For many years carriages 8'9" in width have been run on the 3'6" gauge lines. Many of the latest vehicles are 52'6" in length, 9' wide and weigh empty approximately 27 tons. Suburban cars are principally of the cross-seat type, although a few of the corridor cars still remain in traffic. The side-door carriages, however, facilitate ingress and egress for passengers and reduce delays at suburban stations, while at the same time the carrying capacity is considerably greater than that of the corridor cars. There are several different kinds of sleeping car in use, but for a number of years the Pullman type has been adopted. Queensland was the first State in the Commonwealth to provide sleeping accommodation for second-class passengers. Each cabin generally contains 6 berths, but no bedding is provided. This great convenience has been available for many years and is much appreciated by second-class travellers. The charge for a second-class sleeping berth is only 5/6, whereas a first-class berth costs 22/-. Buffet cars are attached to some of the trains in Western Districts and are much appreciated. The mail train running from Brisbane to the Queensland border, where it connects with the New South Wales train for Sydney, is one of the most up-to-date trains in the Commonwealth, and compares favorably with those of any country in the World. The trains on this



run include Parlour car with observation platform at the rear.

Queensland is the fortunate possessor of a wide variety of beautiful native timbers, and these are exclusively used in the woodwork of our carriages. Silkwood, silkyoak, maple, cedar and yellowwood are utilised most extensively. The internal brasswork &c. is manufactured in the Departmental Workshops.

The majority of the carriages are equipped with Stone's System of electric light.

All trains are fully equipped with the Westinghouse brake, and the passenger vehicles on the principal trains are fitted with brake cords for use by passengers in the case of emergency.



## W A G O N S .

---

The wagon stock is widely varied, a large proportion of the vehicles being of 20 and 32-tons gross. There were at 30th September 1928 18,929 wagons in use, and these are being continually added to. For a number of years the whole of the construction was carried out in the Departmental Workshops, where most of the carriages and many locomotives are also constructed, but latterly the increase in repair work and large demand for rolling stock has necessitated the letting of a number of contracts to outside engineering firms.



## WORKSHOPS.

---

The principal Railway Workshops in Queensland are located at Ipswich, 24 miles West of Brisbane, where about 2,000 men are employed. All manner of construction and repair is undertaken at this place, in addition to work for other Branches. The whole of the machines are operated by electric power, and every effort is made to maintain them in a high state of efficiency. Smaller Workshops have been established at Rockhampton, Maryborough, Townsville, Cairns and other centres, and in addition to ordinary repair work, wagon construction is now being undertaken at Rockhampton and Townsville.



## S T A F F .

There are about 19,624 employees on the Queensland System, in addition to a large number of men employed on Construction Works. The average rate of pay for each employee is approximately £294, the minimum for an adult male being £221 per annum,



GENERAL.

A feature of the business of the Queensland Railways is the long distance haulage of live stock. Train loads of cattle have been brought from Dajarra (in North-West Queensland) to Newmarket Salesyard (near Brisbane), a distance of 1,401 miles, with the loss of only two beasts, the animals being taken out of the trucks and spelled twice during the journey, once for 12 hours and on the second occasion for 24 hours ; also from Sellheim (on the Great Northern Railway) to Goondiwindi (on the South-Western line, close to the Southern border of the State), 1,200 miles. Some time ago three train loads of cattle per day were trucked from Quilpie (in South-Western Queensland) to Wallangarra (the junction station with New South Wales), a distance of 643 miles, and there transhipped into trucks for Sydney, 492 miles further on. This business continued for several months. All of these cattle were fed on the natural grasses in the far Western Districts, the nutritive and sustaining value of which is exemplified in the fact that after their journey of 1,135 miles by rail these animals usually topped the fat stock market in Sydney.

The situation so far as the Railway Department is concerned in times of drought is abnormal ; for instance, for the first seven months of 1926 over two million sheep, approximately 18,000 cattle and many horses were



carried to relief country. In addition 73,000 tons of fodder were conveyed to starving stock during the same period. The stock in many instances were conveyed for distances over 1,200 miles from station to station.

One of the most serious difficulties which the Railway Department in Queensland has to contend with is the unsatisfactory nature of the water supply, particularly in some of the inland districts. Many of the water supplies deteriorate in quality after a lengthened dry spell, while others give out altogether and water trucks containing supplies for locomotives have to be hauled considerable distances. Such an experience recently has been terminated by a general rainfall. The extreme hardness of the water in many localities during those dry spells sets up trouble in the tubes, fireboxes and boilers of locomotives and results in frequent delays to the train service. Water softening plants have been established at several important watering stations, and those have relieved the position materially.



## ROAD MOTOR COMPETITION WITH RAILWAYS.

In common with other countries, the Railways in Queensland are suffering a loss of business by the infusion of the road motor into the field of transit. The advantages of door-to-door delivery, with lessened risk of damage by handling and loss through pilferage are undoubted, while the passenger motor bus stops anywhere and requires no rails or stations. The economic soundness of building at the public expense first-class roads parallel to State Railways is questionable, particularly in view of the comparatively light taxation imposed upon motor vehicles. Clearly, however, the development and improvement of roads which act as feeders to the railways is highly desirable, and a measure of co-operation between the executive authorities entrusted with the oversight of different means of transit is being achieved.



## CHEAPENING MAINTENANCE OF WAY.

On some of our lines where the traffic is comparatively light the maintenance of the permanent way is a very heavy item of expense. A notable illustration is the Cloncurry District, in North-West Queensland, where the depression in the copper mining industry has very seriously reduced the volume of traffic. An innovation has been introduced here by altering the system of maintenance. Where previously 149 fixed gangs comprising 583 men attended to 1,743 miles of permanent way (single line) there are now 92 gangs with a strength of 476 men. The camps are located where schools, water supply and telephonic facilities are available, and a rail motor car capable of hauling a trailer is supplied to each gang to facilitate movement and conserve the energy of the men for actual fettling work, effecting a saving of approximately £10,000 per annum, while greater domestic comfort and improved educational facilities will be afforded.

This principle has also been extended to other Western Districts, and a total saving of approximately £30,000 is being effected.



## FRUIT TRAFFIC.

Queensland is the possessor of a wide variety of climatic conditions, from the heat of the Northern Districts where tropical fruits luxuriate to the comparative mildness of the Darling Downs and mountainous districts further South where apples, pears and stone fruits of all descriptions thrive to perfection. The juicy tropical fruits are in great demand in the Southern Capitals, and fruit trains run regularly in the season from North of Brisbane to Sydney and Melbourne. The three States co-operate to facilitate the transit of this perishable commodity, with the result that it arrives at its destination in excellent condition and is greatly sought after by the people of the South. Then again, special trains carrying apples, peaches, plums and other fruit from what is known as the "Granite Belt" near the Southern border are run to Brisbane, a distance of more than 200 miles, throughout the fruit season, and distributed from Brisbane to many other centres.

During the height of the pineapple season the market occasionally becomes overstocked, and considerable relief is afforded by the distribution of fruit direct from the grower to consumer in case or carton lots at a reasonable price, specially low railage rates materially assisting the scheme.

Train loads of tomatoes, cucumbers &c. are also sent from Bowen (in North Queensland) to the Southern States.



## CASH ON DELIVERY PARCELS SYSTEM.

---

The Cash on Delivery Parcels System introduced by the Railways about 22 years ago is exceedingly popular. The business is more than four times the volume of 10 years ago.



## RAILWAY      AMBULANCE.

---

The staff of the various State Railways in Australia are encouraged to make themselves proficient in First Aid work, and Annual Interstate competitions are held, which stimulate interest and engender a healthy spirit of rivalry. Queensland stands highest of all the States, having won the Interstate shield five times out of nine contests.



QUEENSLAND AMBULANCE TRANSPORT BRIGADE.

This is a State wide organisation supported by voluntary subscriptions, with a Government subsidy of 15/- for every £1 subscribed. Each Ambulance centre is self-governing and is represented on the Executive Committee in Brisbane by one representative. There are 61 centres each controlling their own affairs and collecting their own funds, 12 sub-centres under the control of the self-governing centres and 155 honorary centres where no paid officer is employed. The paid staff numbers 167.

There are 156 road motor cars in use and 14 rail motors.

During the year ended 30th June 1928 the Government subsidy amounted to £45,231 and the Brigades throughout the State attended to 125,000 cases and travelled about 782,000 miles.



ADVERTISING ON WAGONS AND IN CARRIAGES.

A recent development of railway advertising is the use of the sides of box wagons. As these vehicles are continually moving about the country they make an excellent advertising medium. The interiors of carriages are also being used, the advertisements being neatly arranged under glass in panels of similar wood to that of the carriage. The work is tastefully carried out, and it adds to rather than detracts from the appearance of the carriages.



## ENCOURAGING THE RANK AND FILE.

---

When we consider the enormous resources of latent power which exist in the collective intelligence of 20,000 odd men employed in the same business we realise that the Department possesses a valuable asset, the possibilities of which have been insufficiently recognised in the past. Perhaps the seeds of constructive thought have remained dormant for lack of the fertilising stimulus of encouragement. Officers may have felt that suggestions for better working were not altogether acceptable to those in authority - that such proposals implied a reflection upon existing management.

However, the appointment of a Suggestions and Inventions Board four or five years ago showed that the Commissioner recognised the importance of furnishing an outlet for the initiative and inventive genius of every employee, and the advisableness of providing tangible rewards according to the value of the proposals found to be of service. The popularity of the Board is evidenced by the steady increase in the number of suggestions received. Some 14% are adopted, and this average compares favorably with that of the Boards in other States.



919.43

WOT

State Library of Queensland



74245666







